IN THE SPECIFICATION:

Please amend the Specification as follows:

Page 6, paragraph 18, is amended as follows:

Fig. 8 is a perspective view of another embodiment of a cable tension sensing device; ~~and~~

Page 6, paragraph 19, is amended as follows:

Fig. 9 is a perspective view of still another embodiment of a cable tension sensing device[~~[.]~~]; and

Page 6, insert new paragraph after paragraph 19 as follows:

Fig. 10 is a schematic view showing the control assembly and its connections to the sensing device and the motor.

Page 7, paragraph 24, is amended as follows:

--The motor 34 is connected to the electrical control assembly 30 that controls actuation of the motor 34. The electrical control assembly 30 may be connected to a manual switch within the passenger compartment that is selectively actuated to cause the control assembly 30 to operate the motor 34 in the brake-applying or brake-releasing directions. The cable tension sensing device 32 is also connected to the control assembly 30 so that the motor 34 can be shut-off when tension in the brake cables 20, 24 has reached the predetermined minimum tension level or the predetermined maximum tension level, as will be further discussed. The connections between the control assembly 30, the motor 34, and the sensing device 30 are schematically represented in Figure 10. The manual switch may be similarly connected.--

Page 13, paragraph 43, is amended as follows:

Wires (not shown) electrically connect the first and second switch units 100, 102 with the control assembly 30 that controls actuation of the motor 34 of the electric brake actuator 26. This is schematically represented in Figure 10. The first and second switch units 100, 102 output signals to the control assembly 30, which interrupts the supply of power to the motor 34. Specifically, when the first switch 104 engages the actuating member 92 of the second attachment structure 48 during relative movement between the first and second

attachment structures 46, 48, a signal is outputted to the control assembly 30 which cuts power supplied to the motor 34. As a result, the motor 34 is prevented from rotating in the brake-releasing direction to further release tension to the brake cable 24. Conversely, when the second switch 108 engages the actuating member 92 of the second attachment structure 48 during relative movement between the first and second attachment structures 46, 48, a signal is outputted to the control assembly 30 which cuts power supplied to the motor 34. As a result, the motor 34 is prevented from rotating in the brake-applying direction to further apply tension to the brake cable 24. Thus, the sensor 98 is operable to sense a position of the actuating member 92 to determine the relative linear displacement between the first and second attachment structures 46, 48.